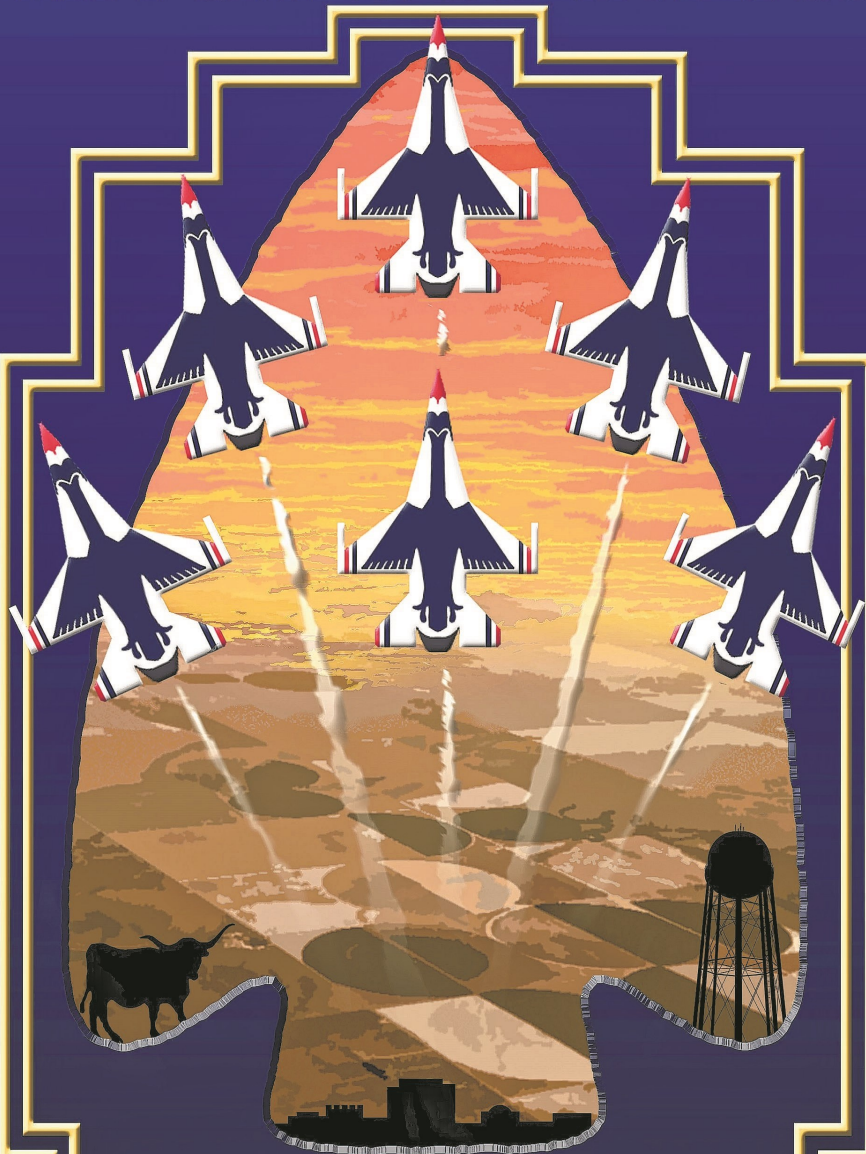


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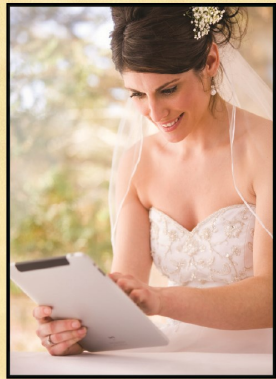
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Event Schedule

SATURDAY SCHEDULE

| | |
|---------------------|---|
| 9 a.m | Gates open |
| 10:30 a.m | Opening Ceremony with The Fort Sill ceremonial Artillery Half Section |
| 10:30 a.m | Aerial Performance Start |
| 3 p.m | USAF Thunderbirds Demonstration |
| 6 p.m..... | Gates close to public |

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Commander's Welcome Letter



Welcome to Altus Air Force Base, home of the Air Force's Combat Mobility and Expeditionary Training Center of Excellence. Since 1943, the men and women of Altus Air Force Base have established a very close relationship with our local communities. Our success is based on your unwavering support.

This year is a special year of celebrations and anniversaries. Altus Air Force Base is celebrating its 75th Anniversary of generating air power for our nation. This is also the 70th birthday of our United States Air Force since we were established as a separate and independent service in 1947.

We are very proud to open our gates and have you join us to celebrate these important milestones. The Airpower Over Altus Air Show gives us a way to say "thank you" for your steadfast support of our Airmen, their families, and our missions.

Since it was born out of the cotton fields of southwestern Oklahoma, Altus Army Airfield became operational in January of 1943, originally training new pilots in the Cessna AT-17 Bobcat, the Curtiss AT-9 Jeep and the C-45 Expediter in preparation for their roles in World War II.

Inactivated at the end of World War II, the base reopened in 1953, again to train transport pilots, this time in the C-47 Skytrain and the TB-25. Later in the 1950s, Altus, under control of Strategic Air Command, became home to the B-47 Stratojet and the KC-97 Stratofreighter, which by the end of the decade were replaced by the B-52 Stratofortress and the KC-135 Stratotanker. The bombardment mission moved from Altus to Dyess in the 1960s and was replaced for a short time by the 557th Missile Squadron and 12 Atlas "F" Inter-continental ballistic missile sites.

In the late 1960s, Altus returned to its transport mission roots, with the arrival of the C-141 Starlifter and the C-5 Galaxy. Together with the KC-135, these three mobility stalwarts led Altus into the 1990s, when the latest arrival, the C-17 Globemaster III, first took to the Southwest Oklahoma skies. The 2000s saw the departure of the C-141 and the C-5, and while its mission has varied with the different types of aircraft flown, today's mission is very similar to its days in the Army Air Corps... Forging Combat Mobility Forces...Deploying Airmen Warriors!

Looking forward, with the imminent arrival of the brand new KC-46 Pegasus, Altus Air Force Base will continue to provide instrumental support for our nation, while we will continue to rely on support from the proud men and women in Oklahoma.

On behalf of all of the men and women that work on Altus Air Force Base and our community partners for this Airpower Over Altus Air Show, I'm pleased to welcome you and I sincerely hope you safely enjoy the Air Show!

ERIC A. CARNEY, Colonel, USAF





Col. Paul M. Skipworth

97th Air Mobility Wing
Vice Commander



CMSgt. Philip E. Eckenrod Jr.

97th Air Mobility Wing
Command Chief
Master Sergeant



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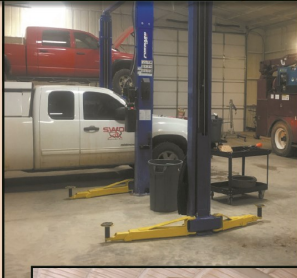
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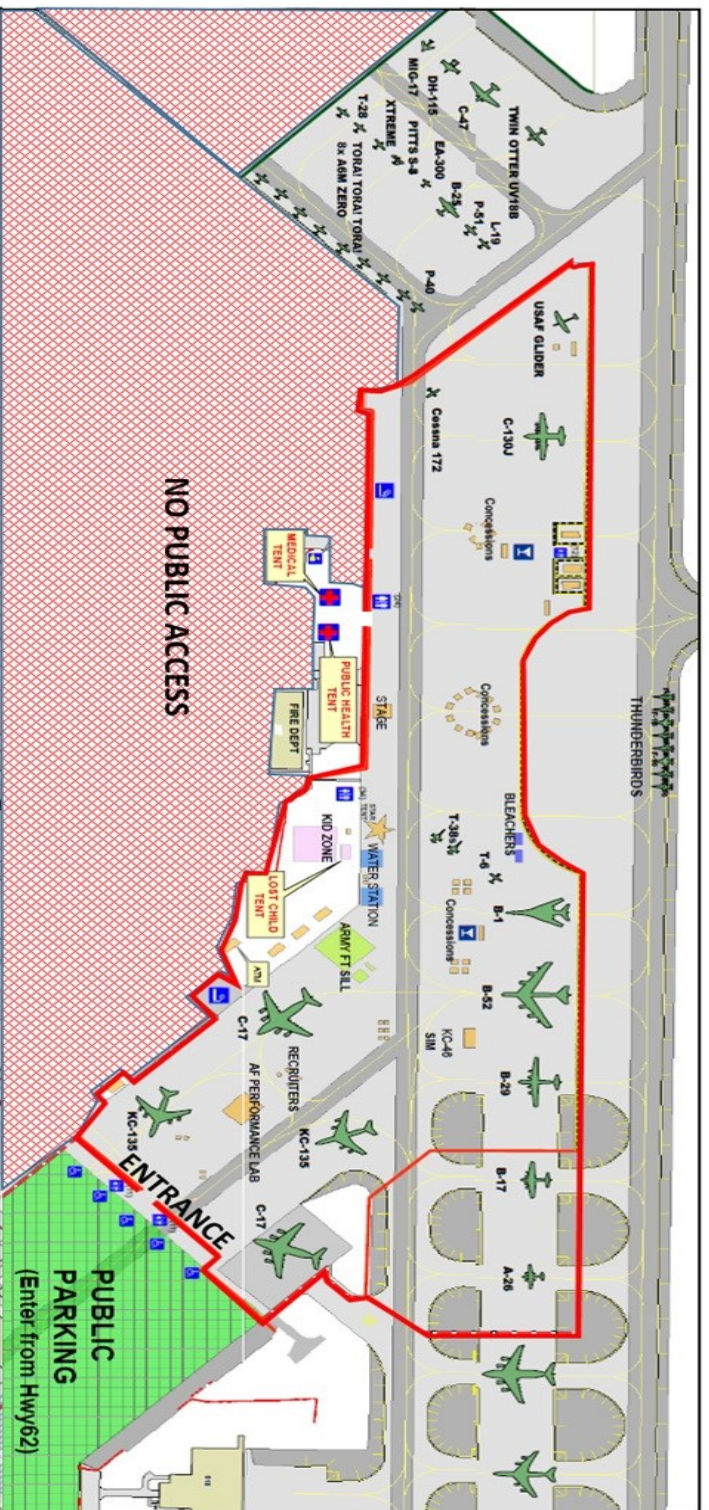


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B-29s to KB-29s and the Mighty 97th Connection

Much like the B-17 *Flying Fortress* served as the backbone of the bomber fleet in the European Theater of Operations in World War II the B-29 *Superfortress*, with its larger wing span, larger payloads and long range, supported heavy bombing operations in the Pacific Theater of Operations. While at the end of the war most of the B-17s met their

fate in the scrapyard the B-29s continued to evolve to suit the needs of the new United States Air Force.



The first of these changes occurred with the assistance of the 97th Bombardment Wing (the unit we know now as the (97th Air Mobility Wing here at Altus AFB). While the Mighty 97th was assigned to Biggs AFB, near El Paso, Texas, the Airmen helped developed the “flying boom” attached to the rear of the

B-29, now called the KB-29 with the “K” designating the air-to-air refueling capability. Over the next decade the KB-29 would receive upgraded engines and technology. This would evolve in the KB-50 which added a jet engine under each wing and the ability to refuel multiple aircraft at the same time with either the original “basket drogue” or “flying boom” attachment. During this time the USAF would also begin to fly the KC-97 *Stratofreighter*, another variant of the KB-29.

As the jet-age progress the need for an all-jet engine became essential and the KB-50 and KC-97 would soon be replaced by the KC-135 *Stratotanker* in the late 1950s and is still the primary air refueling aircraft in the USAF. The only drawback to the new KC-135 was the inability to refuel different types of receiver aircraft at the same time, unless the crew landed to change attachments.

The Mighty 97th had been associated with air refueling since the end of WWII and will soon add the KC-46 *Pegasus* to its heritage. Much like the earlier refueling aircraft the KC-46 will once again be able to refuel multiple aircraft at the same time and handle both “basket drogue” and “flying wing” capable aircraft without have to land to switch attachments.



The B-29 *Superfortress* on display at today’s Open House provides an excellent example of the size and stability of the aircraft compared to the B-17 *Stratofortress* of the same era.

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97th Air Mobility Wing Mission

Altus Air Force Base is the home of the Air Force's Combat Mobility and Expeditionary Training Center of Excellence, with its motto of "Forging Combat Mobility Forces. Deploying Airmen Warriors!"

The Mighty 97th is led by Colonel Eric Carney and is comprised of four units: the Operations Group, Mission Support Group, Medical Group, and the Maintenance Directorate. In addition, these units are supported by sixteen Wing Staff agencies along with the 97th Comptroller Squadron.

The 97th Operations Group, led by Colonel William Mickley, consists of 5 Active Duty squadrons and 1 Reserve Associate squadron. The 54th Air

Refueling Squadron is the world's only provider of KC-135 training, while the 58th Airlift Squadron is the Air Force's sole training source for the C-17 Globemaster III. Both squadrons provide initial, requalification, and instructor training for pilots, loadmasters, and boom operators. The 56th Air Refueling Squadron was re-activated 30 August 2016 with the first KC-46 aircraft arrival scheduled for spring 2018.

The 730th Air Mobility Training Squadron augments the active duty instructor cadre in training aircrew students in both of our assigned major weapon systems. The Operations Support Squadron provides airfield support through functions such as weather and air traffic control. The 97th Training Squadron standardizes and synchronizes the efforts of our 254 assigned instructors for up to 2,000 students annually from 21 different countries.

The Maintenance Directorate is led by Colonel (retired) Richard Marks, and provides first-class maintenance support to two different major weapons systems. As a testament to their hard-work and efforts, the Maintenance Directorate earned

the Voluntary Protection Program Star Rating in 2013, and was just recertified in 2016.

To ensure we can provide Rapid Global Mobility for America, our instructor force maintains operational currency so they can deploy to augment worldwide contingencies. We've flown hundreds of hours on operational missions over the past few years. For example, we've deployed in support of Operation United Assistance, airlifting 368 tons of supplies to West Africa to combat the spread of Ebola. Last year, a team of C-17 crewmembers spent two weeks with the Indian Air Force to train and certify pilots and loadmasters on personnel airdrop procedures. Not only were the Airmen helping the aircrew gain current status, but also helped the Indian Air Force write their own future programs.



We enjoyed outstanding success in 2015, winning 22 AETC-level awards and 1 AF-level award! In 2016, we earned 21 AETC-level awards and 3 Air Force-level awards. All the while, our famous community partnership remains constant. Of the local population, of about 22,000 people, over 5,000 are directly involved with the base.

Additionally, Altus Air Force Base contributes over 350 million dollars annually to the community, supports over 3,700 employees, and indirectly creates over 1,400 secondary jobs. As a result, we are by far the area's largest employer. In turn, the community gives back to military families.

Once again, we welcome you to Altus Air Force Base. We're proud of our heritage, our accomplishments, and our role in Air Education and Training Command and the Air Force. Venit Hora - The Hour Has Come, and our future is brighter than ever.

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U.S. Air Force **THUNDERBIRDS**

In 1947, while the jet age was still in its infancy, military aviation was hurtled into the future with the creation of the U.S. Air Force as a separate service. Just six years later, on May 25, 1953, the Air Force's official air demonstration team, designated the 3600th Air Demonstration Unit, was activated at Luke Air Force Base, Ariz. The unit adopted the name "Thunderbirds," influenced in part by the strong Native American culture and folklore from the southwestern United States where Luke Air Force Base is located.

Throughout the years, there have been many different jets flown by the Thunderbird Team.

The team flew and maintained the F-84G Thunderjet. The straight-wing configuration of the F-84G was considered well suited for aerobatic and demonstration maneuvers, though the aircraft could not exceed the speed of sound.

The swept-wing F-84F Thunderstreak became the team's new aircraft in 1955.

After one season in the F-84F Thunderstreak, the Thunderbirds traded aircraft again and became the world's first supersonic aerial demonstration team as it transitioned to the F-100C Super Sabre in 1956.

The Thunderbirds started the 1969 training season still in the F-100Ds, but in the spring of 1969, received the first of the new McDonnell Douglas F-4E Phantom IIs and began the team's conversion.

The F-4's conversion was the most extensive in the team's history. Among several other modifications, the paint scheme changed due to the variations in chemicals, which allows paint used on the F-4 to resist heat and friction at Mach II speeds. As a result, the white paint base was developed and remains a part of today's Thunderbird aircraft design.



In 1974, a spreading fuel crisis inspired a new aircraft for the team, the T-38A Talon.

Remaining true to its character to showcase the latest advancement in America's fighter technology, the first red, white and blue F-16A assigned to the Thunderbirds was delivered to Nellis AFB on Jun. 22, 1982

Millions of people have witnessed the Thunderbirds demonstrations, and in turn, they've seen the pride, professionalism and dedication of hundreds of thousands of Airmen serving at home and abroad. Each year brings another opportunity for the team to represent those who deserve the most credit: the everyday, hard-working Airmen voluntarily serving America and defending freedom.

The Thunderbirds have the privilege and responsibility to perform for people all around the world, displaying the pride, precision and professionalism of American Airmen. In every hour-long demonstration, the

Don't miss the Air Force Performance Lab!

The Air Force Performance Lab is the newest asset in the mobile fleet and features a futuristic experience full of challenges and self-discovery, all wrapped in innovative technology. Each challenge features various skills and interests that correlate to an Air Force career. Activities include an Oculus Rift flight simulator, Pull-Up Bar Challenge, Touchscreen Challenge Games, Career iPad Wall, On-site Leaderboard and the F-16 Display. During registration, visitors are able to request exclusive Air Force content, including an invitation to play Airman Challenge and links to additional content on AirForce.com.

team combines years of training and experience with an attitude of excellence to showcase what the Air Force is all about.

The sharply choreographed, drill-style ground ceremony kicks off the demonstration by showcasing the attention to detail and esprit-de-corps that defines our enlisted members. As the jets take to the skies and fly only a few feet from wingtip to wingtip, the crowd gets a glimpse of the awesome skills and capabilities that all pilots must possess. The solo pilots integrate their own loud and proud routine, exhibiting some of the maximum capabilities of the F-16 Fighting Falcon.



Air Acts

DH-115 Vampire



The *De Havilland D.H. 115 Vampire* was the first single engine jet fighter flown in the British service, and it became combat ready at the end of World War II. The Vampire was also the first jet fighter to land on an aircraft carrier and the first jet fighter to cross the Atlantic Ocean. Nearly 3,300 Vampires were manufactured and served in 29 different countries. "These jets are our history," said Jerry Conley, owner and pilot of

the De Havilland Vampire. "We take them out and showcase what these fighters can still do—full aerobatics, things that you won't usually see a vintage airplane like this do. People really love these old jets."

Tora! Tora! Tora!

"Yesterday, December 7th, 1941—a date which will live in infamy—the United States of America was suddenly and deliberately attacked by naval and air forces of the Empire of Japan." --President Franklin Roosevelt

"*Tora, Tora, Tora*" is the Commemorative Air Force's recreation of the Japanese attack on Pearl Harbor that signaled the beginning of the American involvement in World War II.

This performance is designed as a living history lesson.



MIG 17



Made famous by the Vietnam War, the *MiG-17F* was the primary enemy aircraft engaged in the skies over Vietnam by U.S. aircraft, such as the A-4, A-7, F-8, B-52, F-100, F-105 and its primary

nemesis, the F-4 Phantom II. During that war and up until the F-16 entered service, it was the tightest-turning fighter in the world. When production started in the 1950s, its VK-1F engine made it one of the first production jet fighters in the world with an afterburner. The MiG-17F could carry bombs, rockets, or extra fuel tanks under its wings

B-17 Flying Fortress



The Boeing **B-17 Flying Fortress** is a four-engine heavy bomber developed in the 1930s for the United States Army Air Corps (USAAC). The B-17 was primarily employed by the United States Army Air Forces (USAAF) in the daylight strategic bombing campaign of World War II against German industrial and military

targets. The B-17 also participated to a lesser extent in the War in the Pacific, early in World War II, where it conducted raids against Japanese shipping and airfields. In addition to its role as a bomber, the B-17 was also employed as a transport, antisubmarine aircraft, drone controller, and search-and-rescue aircraft.

A-26 Invader

The **A-26 Invader** was the last propeller-driven twin-engine production bomber produced for the USAAF and was one of the few wartime aircraft types still in service with the post-war US Air Force. The Commemorative Air Force's Lady Liberty A-26 will make an appearance. Lady Liberty is owned by the American Air Power Heritage Museum.



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B-25 Mitchell



The North American **B-25 Mitchell**, a twin-engine bomber that became standard equipment for the Allied air forces in World War II, was perhaps the most versatile aircraft of the war. It became the most heavily armed airplane in the world, was used for high- and low-level bombing, strafing, photoreconnaissance, submarine patrol, and even as a fighter and was

distinguished as the aircraft that completed the historic raid over Tokyo in 1942.

P-51 Mustang “Miss America”

A veteran of World War II and the Korean War, North American Aviation’s **P-51 Mustang** was the first U.S. built fighter airplane to push its nose over Europe after the fall of France. Mustangs met and conquered every German plane from the early Junkers to the sleek, twin-jet Messerschmitt 262s. “Miss America” is owned by the Oklahoma Museum of Flying.



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Wings of Blue hold the national record for the largest collegiate formation — comprised of

Alabama Boys—J3 Cub

The **Piper J-3 Cub** is an American light aircraft that was built between 1937 and 1947 by Piper Aircraft. The aircraft has a simple, lightweight design which gives it good low-speed handling properties and short-field performance. The Cub was originally intended as a trainer and had great popularity in this role and as a general aviation aircraft. Due to its performance, it was well suited a variety of military uses such as reconnaissance, liaison and ground control.





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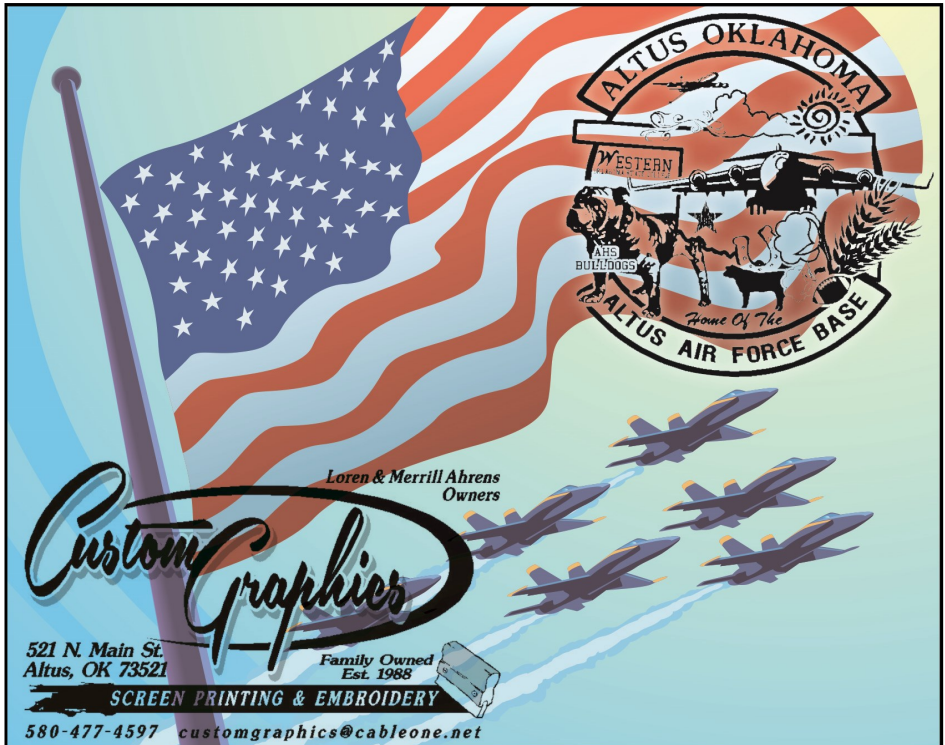
A large advertisement for Jackson County Memorial Hospital. The background is a photograph of the hospital building, a multi-story brick and tan structure with large windows. In the foreground, there is a blue banner with white text. On the left side of the banner, there is a list of services: "Career Openings", "Women, Children & Family Clinics", and "Surgical Services". On the right side of the banner, the website "www.JCMH.com" is displayed in a large, bold, blue font. At the bottom of the banner, there is a logo for Jackson County Memorial Hospital, which consists of a stylized cross with orange and blue squares. To the right of the logo, the text "JACKSON COUNTY" is written in a large, bold, blue font, and "Memorial Hospital" is written in a smaller, blue font below it. On the far right of the banner, the address "1200 East Pecan Altus, Oklahoma" and the phone number "580-379-5000" are listed in a blue font.

In case of an emergency observer the following:

- In the event of an accident, severe weather or potential natural disaster situation, the airshow emergency plan will be activated. Personnel will be given direction via the airshow public address system. Please follow the directions given so the installation's emergency responders can respond.
- DO NOT TRY TO GO INTO THE SCENE OF AN ACCIDENT. YOU MAY BECOME A VICTIM YOURSELF.
- Found children will be taken to a safe area in the Children's Activity Zone on the north end of the show ramp; it is easily identifiable by the large children's inflatables.
- In the even of severe weather (thunderstorms, lightening or tornado) you will be directed to either proceed to your personal vehicle or directed to take shelter in one of the buildings on the airshow grounds. Do not take shelter from severe weather under an aircraft.
- In the event of a suspicious package or disturbance involving personnel on the airshow grounds, you will be asked to proceed to a safe location.

For your safety and comfort, observe the following:

- Watch children carefully. The crowds are expected to be large and it only takes a few seconds for a child to become separated from his or her parents. A "lost parent tent" will be located near the children's area.
- Shade is limited, please use sunscreen and hats for protection from the sun.
- No smoking in the Kid's Area, inside hangars, static aircraft display or within 50 feet of any aircraft.
- Guests are encouraged to drink plenty of fluid to prevent dehydration. There will be several vendors selling beverages and water buffalos will offer fresh water free of charge.
- Know the variety of symptoms associated with heat-related illnesses. If you feel dehydrated or faint, notify someone immediately. Symptoms may come on gradually and include headache, weakness, nausea, light-headedness, muscle aches or cramps and agitation.
- Do not leave your vehicle on base overnight. Vehicles left overnight will be towed.



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The Air Force Song

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